



BRIDGE INSPECTION REPORT

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Location: 0.11 E SR 111

Logmile Over: 123.21

Logmile Under:

Reference Post: 124

Offset: 86

Inspection Date: 09/17/2007

Inspected By: (* is primary inspector)

Inspection Type:

- ☒ Routine ☐ Special
- ☐ Fracture Critical
- ☐ Underwater
- ☐ Scour
- ☐ Damage

Comments:

Other Info:

- ☐ Under Construction
- ☐ Initial Inspection
- ☐ Flag for Central Office Review

This inspection report is property of the Indiana Department of Transportation. Questions related to the content of this report should be directed to the INDOT district bridge engineer or the INDOT state central office.

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STRUCTURE INVENTORY AND APPRAISAL REPORT - 1

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

IDENTIFICATION

1. State:.....	185 (INDIANA)	8S. INDOT Bridge Number:.....	I64-103-04691
8. NBI Number:.....	34520	8SD. INDOT Bridge Desig:.....	C
8L. County Bridge Number:.....	04691	8C. Old Bridge No:.....	
8X. Structure Name:.....		8E. New Bridge No:.....	
5A. Inventory Route On:.....	111000640	5B. Road Number On:.....	00064
5A. Inventory Route Under:.....	251000000	5B. Road Number Under:.....	00000
2. District:.....	05 (SEYMOUR)	4. City/Town:.....	52326 (NEW ALBANY)
3. County:.....	022 (FLOYD)	98. Border Bridge:.....	214 50
6. Feat Intersected:.....	OHIO RIVER & WATER STEET	99. Border Bridge Number:.....	
7. Facility Carried:.....	I-64	9C. Map Location:.....	
9A. Location:.....	0.11 E SR 111	11B. Mile Point (under):.....	
11A. Mile Point (over):.....	123.21	17. Longitude:.....	085° 49' 30.00"
16. Latitude:.....	38° 16' 54.00"		

STRUCTURE DATA

43A. Structure Type - Main Span:.....	312 (STA - 312A)	44A. Structure Type - Approach:.....	410 (CSTT - 410)
43C. Main Span Widening Type:.....		44C. Other Approach Types:.....	N
45. Number of Spans - Main:.....	002	46. Number of Spans - Approach:.....	003
107. Deck Structure Type:.....	1 (CONCRETE CAST-IN-PLACE)	108B. Membrane:.....	NONE
108A. Wearing Surface:.....	1 (CONCRETE)	108D. Thickness of Asphalt:.....	2 Inches
108C. Protection:.....	0 (NONE)		

AGE OF SERVICE

27A. Year Built:.....	1961	106A. Reconstructed:.....	1997
27B. Paint Date:.....		106B. Repaired:.....	
59B. Paint Rating:.....	5	59C. Tons Steel:.....	104
42A. Type of Service Over:.....	5 (HIGHWAY/PEDESTRIAN)	42B. Type of Service Under:.....	6 (HIGHWAY/WATERWAY)
28A. Lanes on Structure:.....	06	28B. Lanes Under Structure:.....	02
29A. ADT - Over:.....	93210 VPD	30A. ADT Year Over:.....	2004
29B. ADT - Under:.....	118 VPD	30B. ADT Year Under:.....	2004
114. Future ADT:.....	185675 VPD	115. Future ADT Year:.....	2026
109. Average Truck Traffic:.....	5 % Trucks	19. Bypass Detour Length:.....	18 mi.

GEOMETRIC DATA

48. Maximum Span Length:.....	0800.0 ft.	49. Structure Length:.....	02053.0 ft.
50A. Sidewalk/Curb Left:.....	000.5 ft.	50B. Sidewalk/Curb Right:.....	000.5 ft.
51. Bridge Roadway Width:.....	042 ft.	52. Deck Width (O-O):.....	48.3 ft.
32. Approach Roadway Width:.....	42 ft.	33. Bridge Median:.....	0 (NO MEDIAN)
34. Skew:.....	0 Degree(s)	35. Structure Flared:.....	0 (NO FLARE)
10A. Defense Vertical Clearance - Over:.....	17' 07"	10B. Defense Vertical Clearance - Under:.....	
47A. Total Horiz. Clearance Over East/North:.....	0042 ft.	47B. Total Horiz. Clearance Over West/South:.....	0042 ft.
47C. Total Horiz. Clearance Over East/North (First UnderR	0024 ft.	47D. Total Horiz. Clearance Over West/South (First UnderRec):..	ft.
53. Vertical Clearance/Deck:.....	16' 04"	54B. Underclearance:.....	42' 03"
55B. Lateral Right:.....	30.5 ft.	54A. Min Vert Clear Code:.....	H
55A. Min Latr. Cl. Right - Code:.....	H		
56. Lateral Left:.....	0088 ft.		

THINK SAFETY FIRST

STRUCTURE INVENTORY AND APPRAISAL REPORT - 2

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

NAVIGATION

38. Navigational Control:.....	1	40. Navigation Horizontal Clearance:.....	0100 ft.
39. Navigation Vertical Clearance:.....	078 ft.	116. Vertical Clearance - Lift Bridge:.....	
111. Pier/Abutment Protection:.....	4		

CLASSIFICATION

112. NBIS Bridge Length:.....	Y	12. Base Highway Network:.....	1
104A. Highway System - Over:.....	1	104B. Highway System - Under:.....	0
26A. Func. Class - Over:.....	11	13A. LRS Inventory Route:.....	
26B. Func. Class - Under:.....	16	13B. LRS Inventory Subroute:.....	
100. Defense Highway Des:.....	1	101. Parallel Structure Des:.....	N
102. Direction of Traffic:.....	2 (2-WAY TRAFFIC)	103. Temporary Structure Des:.....	
110. Des. Nat. Network:.....	1	20. Toll:.....	3 (ON FREE ROAD)
21. Maint. Responsibility:.....	01 (STATE HIGHWAY AGENCY)	22. Owner:.....	01 (STATE HIGHWAY AGENCY)
37. Historical Significance:.....	3 (MAY BE ELIGIBLE FOR NATIONAL REGISTER)		

CONDITION

	CONDITION	MATERIAL	RATING
58. Deck:.....			5
58.01 Wearing Surface:.....			6
59. Superstructure:.....			7
60. Substructure:.....			7
61. Channel:.....			8
62. Culv/Ret:.....			N
65. Approach Roadway:.....			6

LOAD RATING AND POSTING

31. Design Load:.....	6 (HS 20+MOD)	64B. Year of Rating:.....	
64. Operating Rating:.....	45	63. Oper Rating Metho:.....	5 (NO RATING ANALYSIS PERFORMED)
66. Inventory Rating:.....	36	65. Inv Rating Method:.....	5 (NO RATING ANALYSIS PERFORMED)
66B. Gross Tons or H Rating:.....	20 Tons		
70. Bridge Posting:.....	5 (EQUAL TO OR ABOVE LEGAL LOADS)		
41. Open, Posted, or Closed:.....	A (OPEN)		
66C. Tons Posted:.....		66D. Date Posted/Closed:.....	
Restriction Signage:.....			

APPRAISAL

	COMMENTS	Unofficial	Official
67. Structural:.....			7
68. Geometry:.....			2
69. Underclearance:.....			9
71. Waterway Adequacy:.....			9
72. Roadway Alignment:.....			6
36A. Traffic Safety Features (Bridge Railings):.....	0 (DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED)		
36B. Traffic Safety Features (Transitions):.....	1 (MEETS CURRENT SAFETY STANDARDS)		
36C. Traffic Safety Features (Approach Guardrail):.....	1 (MEETS CURRENT SAFETY STANDARDS)		
36D. Traffic Safety Features (Approach Guardrail Ends):.....	1 (MEETS CURRENT SAFETY STANDARDS)		
36X. Bridge Rail Type:.....	C (CONCRETE MOD. W ALUMINUM)		
113A. Scour Critical Bridge:.....			7 (FIXED)

THINK SAFETY FIRST

STRUCTURE INVENTORY AND APPRAISAL REPORT - 3

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

PROPOSED IMPROVEMENTS

73. Year Needed:.....

75. Type of Work:.....

Describe Item 75:

--

76. Improvement Length:..... 000000 ft.

94. Bridge Improvement Costs:..... \$740 x 1000

95. Roadway Improvement Costs:..... \$0 x 1000

96. Total Project Cost:..... \$740 x 1000

97. Year of Cost Estimate:.....

114. Future ADT:..... 185675 VPD

115. Year of Future ADT:..... 2026

INDIANA AND LOCAL MAINTENANCE NEEDS

573. Year Needed:.....

Describe Item 575:

--

596. Total Project Cost:..... \$ x 1000

INSPECTION DATA

90. Date:..... 09/17/2007

91.Des. Inspection Frequency:..... 24 Months

92. Critical Feature Inspection: A:..... Y 24

B: _____ Y 36 C: _____ Y 24

93. Date: A:..... 11/09/2007

B:..... 11/08/2007 C:..... 11/09/2007

REMAINING LIFE

63X. Estimated Remaining Life: A: Wearing Surface:..... 18 Years SUFFICIENCY RATING

Unofficial

Official

B: Deck:..... 18 Years Functionally Obsolete:

Y

C: Joints:..... 18 Years Structurally Deficient:

N

D: Superstructure:..... 38 Years

E: Substructure:..... 48 Years

F: Approach:..... 18 Years

G: Channel:..... 48 Years

H: Culvert:..... NA Years

REMARKS

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THINK SAFETY FIRST

STRUCTURE INVENTORY AND APPRAISAL SHORT FORM

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

IDENTIFICATION

State:..... 185 (INDIANA)
District:..... 05 (Seymour)
County:..... 022 (FLOYD)
City/Town:..... 52326 (NEW ALBANY)
Feature Intersected:.. OHIO RIVER & WATER STEET
Facility Carried:..... I-64
Location:..... 0.11 E SR 111
Map:.....

STRUCTURE DATA

Str. Type - Main:..... 312 (STA - 312A)
Str. Type - Appr:..... 410 (CSTT - 410)
Deck Str. Type:..... 1 (CONCRETE CAST-IN-PLACE)
Wearing Surface:..... 1 (CONCRETE)
Protection:..... 0 (NONE)
No. of Spans - Main:..... 002
No. of Spans - Approach:..... 003

AGE OF SERVICE

Year Built:..... 1961
Reconstructed:..... 1997
Repaired:.....
Type of Service:.... 5 (HIGHWAY/PEDESTRIAN)
Lanes on Structure:..... 06
Lanes under Structure:..... 02
ADT - Over:..... 93210 VPD
ADT - Under:..... 118 VPD
ADT Year Over:..... 2004
ADT Year Under:..... 2004

GEOMETRIC DATA

Max. Span Length:..... 0800.0 Ft.
Sidewalk/Curb Lt:..... 000.5 Ft.
Sidewalk/Curb Rt:..... 000.5 Ft.
Br. Rdwy Width:..... 042 Ft.
Approach Roadway Width:..... 42 Ft.
Skew:..... 0 Degree(s)
Total Hor. Clearance - Over:..... 0042 Ft.
Total Hor. Clearance - Under:..... 0024 Ft.
Vert Clear./Deck:..... 16' 04"
Structure Length:..... 02053.0 Ft.
Deck Width (O-O):..... 48.3 Ft.
Underclearance:..... 42' 03"

LOAD RATING AND POSTING

Design Load:..... 6
Operating Rating:..... 245
Inventory Rating:..... 236
Gross Tons or H Rating:..... 20 Tons
Posting:..... 5 (EQUAL TO OR ABOVE LEGAL LOADS)
Date Posted/Closed:.....
Open, Posted, or Closed:..... A (OPEN)
Tons Posted:..... 36
Year of Rating:.....

INSPECTIONS

Inspection Date:..... 09/17/2007
Des. Inspection Frequency:..... 24 Months
Critical Feature
A:..... Y 24 B:..... Y 36 C:..... Y 24
Critical Feature Inspection Date:
A:.. 11/09/2007 B:.. 11/08/2007 C 11/09/2007

REMAINING LIFE

Estimated Remaining Life:
Wearing Surface:..... 18 Years
Deck:..... 18 Years
Joints:..... 18 Years
Superstructure:..... 38 Years
Substructure:..... 48 Years
Approach:..... 18 Years
Channel:..... 48 Years
Culvert:..... NA Years

PROPOSED IMPROVEMENTS

Year Needed:.....
Type Work:.....

Describe Work:

Sufficiency Rating:..... 60
Improvement Length:..... 000000
Bridge Imp. Costs:..... 740 x 1000Ft.
Roadway Imp. Costs:..... 0 x 1000Ft.
Total Project Cost:..... 740 x 1000Ft.
Year of Cost Estimate:.....

CONDITION

MATERIAL

RATING

Deck:.....	5
Wearing Surface:.....	6
Superstr:.....	7
Substr:.....	7
Channel:.....	8
Culv/Ret:.....	N
Approach Roadway:.....	6

APPRAISAL

RATING

Structural:.....	7
Geometry:.....	2
Underclearance:.....	9
Waterway Adequacy:.....	9
Roadway Alignment:.....	6

REMARKS

GENERAL INVENTORY DATA

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

IDENTIFICATION

Contract Prefix:..... B
Contract Number:..... 22935
8A. NBI Number:..... 34520
8N. Bridge No:..... I64-103-04691
8C. Structure Designation:.....
6. Features Intersected:..... OHIO RIVER & WATER STEET
7. Facility Carried:..... I-64
Road Number On:..... I064
Road Number Under:.....
5. Inventory Route On:..... 111000640
5. Inventory Route Under:..... 251000000

(A.) Sort Number:..... 36910
1. State:..... (INDIANA)
2. District:..... 05 (Seymour)
3. County:..... 022 (FLOYD)
4. City/Town:..... 52326 (NEW ALBANY)
9. Location:..... 0.11 E SR 111
16. Latitude:..... 38° 16' 54.00"
17. Longitude:..... 085° 49' 30.00"
11A. Logmile Over:..... 123.21
11B. Logmile Under:.....

STRUCTURE DATA

43. Material/Design - Main Span:..... STA - 312A312
☐ Variable Dept ☐ Continuous ☐ Curved
43C. Main Span Widening Type:.....
45. Number of Spans - Main:..... 002

44. Material/Design - Approach Spans:..... CSTT410 ()
☐ Variable Dept ☐ Continuous ☐ Curved
44C. Other Approach Codes:..... N
46. Number of Spans - Approach:..... 003

GEOMETRIC DATA

28A. Lanes Over:..... 06 (06)
28B. Lanes Under:..... 02 (02)
33. Bridge Median:..... 0 (No Median)
34. Skew:..... 0 (s)

19B. Type Interchange:..... N
102. Traffic Direction:..... 2 (2-way traffic)
116. Minimum Nav Vert Clearance:.....
35. Structure Flared:..... 0 (No flare)

MEASUREMENT DATA

48. Maximum Span Length:..... 0800.0 Ft.
49. Structure Length:..... 02053.0 Ft.

47A. Total Horizontal Clearance - Over:..... 0042 Ft.
47C. Total Horizontal Clearance - Under:..... 0024 Ft.
50A. Sidewalk Width Left:..... 000.5 Ft.
50B. Sidewalk Width Right:..... 000.5 Ft.
53. Minimum Vehicle Over:..... 16' 04"
54A. Minimum Vehicle Clearance Code:..... H

	Plan	Measured	Laser
Date			
Min Vert Over			
Governs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Span Lengths

Ft.	Ft.	Ft.
Ft.	Ft.	Ft.

47B. Total Horizontal Clearance - Over:..... 0042 Ft.
47D. Total Horizontal Clearance - Under:..... Ft.
51. Bridge Roadway Width:..... 042 Ft.
52. Deck Width:..... 48.3 Ft.
32. Approach Roadway Width:..... 42 Ft.
10A. Defense Vertical Clearance - Over:..... 17' 07"
10B. Defense Vertical Clearance - Under:..... ' "
54B.1 Lateral Right:..... 30.5 Ft.
54B.2 Lateral Left:..... 0088 Ft.

TRAFFIC SAFETY FEATURES

36A. TSF Bridge Railing:..... 0 (DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED)
36B. TSF Transitions:..... 1 (MEETS CURRENT SAFETY STANDARDS)
36C. TSF App Guradrail:..... 1 (MEETS CURRENT SAFETY STANDARDS)

36D. TSF Terminal End:..... 1 (MEETS CURRENT SAFETY STANDARDS)
36X.1 Bridge Rail Type:.....
36X.2 Fencing On Bridge:.....

THINK SAFETY FIRST

GENERAL INVENTORY DATA

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

CONSTRUCTION HISTORY

27. Year Built:..... 1961

Contract Number:.....

106A. Year Reconstructed:..... 1997

Contract Number:.....

106B. Year Widened:.....

Contract Number:.....

106C.1Year Last Repaired:.....

Contract Number:.....

DECK WEARING SURFACE

107. Deck Struct Type:..... 1 (CONCRETE CAST-IN-PLACE)

107B. Concrete Form:..... N

107C. Metal Form:..... N

107D. Deck Thickness:..... 7

108A. Wear Surface Type:..... 1 (CONCRETE)

108B. Membrane Type:..... 0 (NONE)

108C. Deck Prot:..... 0 (NONE)

108D. Additional Overlay:..... 2

COMMENTS

THINK SAFETY FIRST

APPROACH CONDITION (72X)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Overall Rating (72X) 72X Rating Based

72X. Overall Condition Comments

72. Roadway Alignment Note: 72 is Roadway Alignment and is an appraisal item:

ITEM	RATING	COMMENTS	GOVERNING
For Roadway Carried on Bridge			
72X.01 Alignment	6		<input type="checkbox"/>
72X.02 Approach Slab	N		<input type="checkbox"/>
72X.03 Relief Joints	N		<input type="checkbox"/>
72X.04 Approach Guardrail	6		<input type="checkbox"/>
72X.05 Approach Pavement	6		<input type="checkbox"/>
72X.06 Approach Shoulders	6		<input type="checkbox"/>
72X.07 Approach Median			<input type="checkbox"/>
For Roadway Under the Bridge			
72X.08 Alignment	7		<input type="checkbox"/>
72X.09 Guardrail	5		<input type="checkbox"/>
72X.10 Impact Attenuators	N		<input type="checkbox"/>
72X.11 Pavement	7		<input type="checkbox"/>
SPEED REDUCTION FOR BRIDGE APPROACH			
72X.12 Roadway Over	2		<input type="checkbox"/>
72X.13 Roadway Under	3		<input type="checkbox"/>
72X.14 Posted speed limit Over	35		<input type="checkbox"/>
72X.15 Posted speed limit Under	30		<input type="checkbox"/>
72X.16 Embankment			<input type="checkbox"/>

THINK SAFETY FIRST

DECK CONDITION (58)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Overall Rating (58) **5**

58 Rating Based on:

Overall 58. Deck Comments

There was some cracking on the wearing surface and the underside of the upper deck. The underside of the lower deck was not inspected due to our inability to gain access under the bridge. There was some deterioration in some of the joints. [Chris Everman, 09/26/2005]

ITEM	RATING	COMMENTS	GOVERNING
58.01 Wearing Surface	6		<input type="checkbox"/>
108A. Type of Wearing Surface	1		
108C. Deck Protection	0	<input type="checkbox"/> Cathodic Protection	
58.02 Deck Underside	5		<input type="checkbox"/>
<input type="checkbox"/> Post-Tensioned			
58.03 Curbs	7		<input type="checkbox"/>
58.04 Copings	7		<input type="checkbox"/>
58.05 Median	N		<input type="checkbox"/>
58.06 Sidewalks	N		<input type="checkbox"/>
58.07 Parapet	7		<input type="checkbox"/>
58.08 Railing/Post	7		<input type="checkbox"/>
58.09 Painted Lines	7		<input type="checkbox"/>
58.10 Drains	6		<input type="checkbox"/>
58.11 Down Spouts/Drain Pipes	6		<input type="checkbox"/>
58.12 Lights	6		<input type="checkbox"/>
58.13 Signs	7		<input type="checkbox"/>
58.14 Utilities What/Where	6		<input type="checkbox"/>
<div style="display: flex; justify-content: space-between;"> <div><input type="checkbox"/> Gas</div> <div><input type="checkbox"/> Electric</div> <div><input type="checkbox"/> Telephone</div> </div> <div style="display: flex; justify-content: space-between;"> <div><input type="checkbox"/> Water</div> <div><input type="checkbox"/> Sanitary Sewer</div> <div><input type="checkbox"/> Storm Sewer</div> </div> <div style="display: flex; justify-content: space-between;"> <div><input type="checkbox"/> T.V. Cable</div> <div><input type="checkbox"/> R.R. Communication</div> <div><input type="checkbox"/> Other</div> </div>			

THINK SAFETY FIRST

DECK CONDITION (58)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

RATING	LENGTH	TYPE	LOCATION	COMMENT	GOVERNING
58.15 Longitudinal Joints	N				
58.16 Transverse Joints (Overall)	6				
58.16A South/West	7		Q		<input type="checkbox"/>
58.16B Interior	7		M		<input type="checkbox"/>
58.16C North/East	7		Q		<input type="checkbox"/>
		(sqft)	Comment		
58.20A Wearing Surface Delamination					<input type="checkbox"/>
58.20B Wearing Surface Spalling					<input type="checkbox"/>
58.20C Wearing Surface Patched					<input type="checkbox"/>
58.20 Total Patch Required					<input type="checkbox"/>
Joint Opening Data					
Approximate Air Temp = Fahrenheit					
<u>Abutments</u>	<u>Width Right</u>	<u>Width left</u>			
South/West					
North/East					
<u>Interior</u>					
(1)					
(2)					
(3)					
(4)					
(5)					
Joint Comments					

THINK SAFETY FIRST

SUPERSTRUCTURE (59A)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Overall Rating (59A) 7 59A Rating Based on:

59A. Overall Comments

The inspector was unable to due an arms-length inspection of the structure or gain access underneath the structure.
[Chris Everman, 09/26/2005]

The inspector was unable to due an arms-length inspection of the structure or gain access underneath the structure.
[Chris Everman, 10/01/2003]

The inspector was unable to due an arms-length inspection of the structure.[Terry Summers, 01/14/2002]

Moderate rust throughout the structure.[Terry Summers, 01/14/2002]

ITEM	RATING	COMMENTS	GOVERNING
59A.01 Bearings	7		<input type="checkbox"/>
		<div style="display: flex; justify-content: space-around; font-size: 0.8em;"> Primary Secondary Angle/Dir. (If Rockers) </div>	
59A.01A Bearing Types at Abutments			<input type="checkbox"/>
59A.01B Bearing Types at Intermediate			<input type="checkbox"/>
59A.01C Seismic Restraints			<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px; display: inline-block; width: 150px;">Steel</div>			
59A.02 Steel: Girders	N		<input type="checkbox"/>
59A.03 Beams	N		<input type="checkbox"/>
59A.04 Diaphragms	6		<input type="checkbox"/>
59A.05 Cross Bracings	N		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px; display: inline-block; width: 150px;">Concrete</div>			
<input type="checkbox"/> Post-Tensioned			
59A.06 Concrete: Girders	N		<input type="checkbox"/>
59A.07 Beams	N		<input type="checkbox"/>
<input type="checkbox"/> Cracks in Beams			
59A.08 Diaphragms	N		<input type="checkbox"/>
59A.09 Concrete Slabs	N		<input type="checkbox"/>
59A.10 Integral with pier cap:	<input type="checkbox"/> Yes		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px; display: inline-block; width: 150px;">Timber</div>			
59A.11 Timber	N		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px; display: inline-block; width: 150px;">Arches</div>			
59A.12 Arches	N		<input type="checkbox"/>

THINK SAFETY FIRST

SUPERSTRUCTURE (59A)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

59A.13 Arch Ring	N		<input type="checkbox"/>
59A.14 Spandrel Walls	N		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px;">Floor System</div>			
59A.15 Stringers	6		<input type="checkbox"/>
59A.16 Floor Beams	6		<input type="checkbox"/>
59A.17 Knee Braces	N		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px;">Trusses</div>			
59A.18 Trusses	7		<input type="checkbox"/>
59A.19 Truss members eyebars	<input type="checkbox"/> Yes		<input type="checkbox"/>
59A.20 Verticals	7		<input type="checkbox"/>
59A.21 Diagonals	7		<input type="checkbox"/>
59A.22 Upper Chords	7		<input type="checkbox"/>
59A.23 Lower Chords	7		<input type="checkbox"/>
59A.24 Upper Bracings	7		<input type="checkbox"/>
59A.25 Portals	6		<input type="checkbox"/>
59A.26 Top Laterals	7		<input type="checkbox"/>
59A.27 Lateral Strut	7		<input type="checkbox"/>
59A.28 Sway Bracings	7		<input type="checkbox"/>
59A.29 Lower Bracings Laterals	7		<input type="checkbox"/>
59A.T1			<input type="checkbox"/>
59A.T2			<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px;">Other</div>			
59A.30 Connection Plates	7		<input type="checkbox"/>
59A.31 Gusset Plates	7		<input type="checkbox"/>
59A.32 Stay/Batten Plates	N		<input type="checkbox"/>
59A.33 Lacings	N		<input type="checkbox"/>
59A.34 Rivets	7		<input type="checkbox"/>
59A.35 Bolts	7		<input type="checkbox"/>
59A.36 Splice Plates	7		<input type="checkbox"/>

THINK SAFETY FIRST

SUPERSTRUCTURE (59A)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

59A.37 Brackets	7		<input type="checkbox"/>
59A.38 Tack Welds	7		<input type="checkbox"/>
59A.39 Full Welds	7		<input type="checkbox"/>
59A.40 Others	7		<input type="checkbox"/>
Pin Connections			
59A.41 Hangers	N		<input type="checkbox"/>
59A.42 Total # of Hangar Bars	0		
59A.43 Hinges	N		<input type="checkbox"/>
59A.44 Pins	7		<input type="checkbox"/>
59A.45 Total # of Pins	16		
59A.46 Nuts	8		<input type="checkbox"/>
59A.47 Hanger bars	N		<input type="checkbox"/>
59A.48 Web plates	N		<input type="checkbox"/>
59A.49 Mudwalls	N		<input type="checkbox"/>
59A.50 Curtain walls	N		<input type="checkbox"/>
59A.51 Collision Damage	6		<input type="checkbox"/>
59A.52 Alignment of Members	6		<input type="checkbox"/>
59A.53 Deflections	7		<input type="checkbox"/>
59A.54 Vibrations	7		<input type="checkbox"/>
59A.55 Impact	7		<input type="checkbox"/>
59A.56 Noise	6		<input type="checkbox"/>
Additional Items			
59A.O1			<input type="checkbox"/>
59A.O2			<input type="checkbox"/>

THINK SAFETY FIRST

PAINT CONDITION (59B)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Overall Rating (59B) 5 59B Rating Based on:

59B. Overall Comments

ITEM	RATING	COMMENTS	GOVERNING
59B.01 Condition of Paint (amt of rust/corrosion)	5		<input type="checkbox"/>
59B.02 Type of Paint (Primer)	2		
59B.03 Paint System			<input type="checkbox"/>
59B.04 Paint Color			
59B.05 Est Rem Life of Paint	02		<input type="checkbox"/>
27B Paint Date - Year			
59B.06 Paint Contract Number	M 13884		
59B.07 Weathering Steel	N		<input type="checkbox"/>
59C Tons of Steel	104		
Type Rate			
Other Coatings and Sealants			<input type="checkbox"/>

THINK SAFETY FIRST

COLLISION DAMAGE INFORMATION - TO STRUCTURAL MEMBERS (505)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

ITEM	RATING	COMMENTS
505.01 Is there any collision damage?	Y	
505.02 Number of members damages	1	
505.03 Severity of Damage	3	

60.29 Substructure Collision Damage(Comments)

59A.51 Superstructure Collision Damage (Comments)

THINK SAFETY FIRST

SUBSTRUCTURE (60)

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Overall Rating (60) 7 60 Rating Based on:

60. Overall Comments

113A. NBI Scour Eval Code

7

113R. District Rec. Scr Rating

Rip rap @ P. #2,3,4,5,6, 1997 Coded as a '7'. This is the code used when a "Designed Scour Countermeasure" has been installed around the foundations of a bridge. In the 1997 Rehab, properly sized rip rap was supposed to have been placed around Piers #2, #3, & #4.

This bridge is considered as LOW Risk for Vulnerability for Scour. This is based on the Piers near the Ohio River (Piers #1, #2, & #3) being keyed into bedrock, and Pier #4 being set on piles.

There is small sized rip rap on the Indiana bank.

The 1961 Flow Line elv. = 373.70'

The Q-100 Flow Line elv. =

The Q-100 Scour Depth elv. =

No Scour Calculation Letter is on file in the Central Office Bridge Inspection Unit, for this bridge.[WTD, 04/23/2005]

ITEM	RATING	COMMENTS	GOVERNING
<div>ABUTMENTS</div> <div><input type="checkbox"/> Post-Tensioned</div>			
60.01 Bridge Seat	N		<input type="checkbox"/>
60.02 Backwall	N		<input type="checkbox"/>
60.03 Breastwall	N		<input type="checkbox"/>
60.04 Bent Cap	N		<input type="checkbox"/>
60.05 Wing Walls	N		<input type="checkbox"/>
60.06 Footings	N		<input type="checkbox"/>
60.07 Piles	N		<input type="checkbox"/>
60.08 Scour/Undermining	N		<input type="checkbox"/>
60.09 Erosion/Undermining	N		<input type="checkbox"/>
60.10 Concrete Slope Walls	N		<input type="checkbox"/>
60.11 Settlement	N		<input type="checkbox"/>

THINK SAFETY FIRST

SUBSTRUCTURE (60)

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

INTERMEDIATE PIERS

60.12 Pier Cap	7	<input type="checkbox"/>
<input type="checkbox"/> Post-Tensioned		
60.13 Column (solid stem)	7	<input type="checkbox"/>
60.14 Concrete Pillars	N	<input type="checkbox"/>
60.15 Concrete Piles	N	<input type="checkbox"/>
60.16 Timber Piles	N	<input type="checkbox"/>
60.17 Steel Piles	N	<input type="checkbox"/>
60.18 Footing	N	<input type="checkbox"/>
60.19 Crash Walls	N	<input type="checkbox"/>
60.20 Bracings	N	<input type="checkbox"/>
60.21 Erosion/Undermining	6	<input type="checkbox"/>
60.22 Scour/Undermining	7	<input type="checkbox"/>
60.23 Settlement	7	<input type="checkbox"/>

GENERAL DETERIORATION

60.24 Concrete	8	<input type="checkbox"/>
60.25 Steel	N	<input type="checkbox"/>
60.26 Timber	N	<input type="checkbox"/>
60.27 Epoxy Coatings	N	<input type="checkbox"/>
60.28 Debris on Bridge Seats	7	<input type="checkbox"/>
60.29 Collision Damage	7	<input type="checkbox"/>

PLUMB

60.30 Abutments Plumb		<input type="checkbox"/>
60.31 Piers Plumb		<input type="checkbox"/>

THINK SAFETY FIRST

CHANNEL & CHANNEL PROTECTION (61)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Overall Rating (61) 61 Rating Based on:

61. Overall Comments

ITEM	RATING	COMMENTS	GOVERNING
61.01 Scour/Ersn. UpStream	8		<input type="checkbox"/>
61.02 Scour/Ersn. DownStream	8		<input type="checkbox"/>
61.03 Drift	6		<input type="checkbox"/>
61.04 Vegetation	8		<input type="checkbox"/>
61.05 Channel Change	8		<input type="checkbox"/>
61.06 Adequacy of Opening	8		<input type="checkbox"/>
61.07 Misc. Hydraulic Features	N		<input type="checkbox"/>
61.08 Channel Protection	7		<input type="checkbox"/>
61.09 Type	A		<input type="checkbox"/>
71.1X Overtopping Possibilities	1		<input type="checkbox"/>
71.2X Overtopping Traf Delays	3		<input type="checkbox"/>
71. Waterway Adequacy	9		

THINK SAFETY FIRST

CULVERT AND UNDERFILL STRUCTURES (62)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Overall Rating (62) N 62 Rating Based on:

62. Overall Comments

ITEM	RATING	COMMENTS	GOVERNING
62.01 Barrel	N		<input type="checkbox"/>
62.02 Alignment	N		<input type="checkbox"/>
62.03 Steel	N		<input type="checkbox"/>
62.04 Bolts	N		<input type="checkbox"/>
62.05 Concrete	N		<input type="checkbox"/>
62.06 Stone	N		<input type="checkbox"/>
62.07 Headwall	N		<input type="checkbox"/>
62.08 Aprons			<input type="checkbox"/>
62.09 Erosion/Scour/Undermining			<input type="checkbox"/>
62.10 Construction Joints			<input type="checkbox"/>
62.11 Wingwalls			<input type="checkbox"/>
62.18 Embankment			<input type="checkbox"/>
Subjective Appraisal Items			
59A.53 Deflections	7		<input type="checkbox"/>
59A.54 Vibrations	7		<input type="checkbox"/>
59A.55 Impact	7		<input type="checkbox"/>
59A.56 Noise	6		<input type="checkbox"/>
Inventory Data			
62.12 Description of Cells/Boxes/Pipes			
62.13 Fill Height			
62.14 Min Dstnce to hdwl/cpng			
62.15 Culvert Barrel Length			
62.16 Culvert Height			
62.17 Culvert Width			

THINK SAFETY FIRST

FOUNDATION DATA (113B)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

ITEM	RATING	COMMENTS
113B.01 Total # of all Piers	6	
FOUNDATION AT ABUTMENTS		
113B.02 Abutment #1 type	N	
113B.03 Abutment #2 type	N	
FOUNDATION AT INTERMEDIATE PIERS		
113B.05 # of Int Piers	6	
113B.06A Types of Int Piers	A	<p>Coded as an 'A' = Spread Footing, NO Piles, for Piers #1, #2, & #3.</p> <p>Bottom of Seal elv. = 352.50' @ Pier #1 Bottom of Footing elv. = 355.00' @ Pier #1 Bottom of Seal elv. = 355.50' @ Pier #2 Bottom of Footing elv. = 357.50' @ Pier #2 Bottom of Seal elv. = 362.20' @ Pier #3 Bottom of Footing elv. = 364.70' @ Pier #3[WTD, 04/23/2005]</p>
113B.06B Types of Int Piers	D	<p>Coded as a 'D' = Spread Footing, ON Piles, for Pier #4.</p> <p>Bottom of Footing elv. = 395.50' @ Pier #4[WTD, 04/23/2005]</p>
113B.06C Types of Int Piers		
113B.06D Types of Int Piers		
113B.06E Types of Int Piers		
113B.06F Types of Int Piers		
113B.08 # of Piers in the Water	02	
113B.09 # of Piers with any Scr	00	

THINK SAFETY FIRST

Indiana Department of Transportation Bridge Inspection Photos

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

No Photos Found

ESTIMATED REMAINING LIFE

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

ESTIMATED REMAINING LIFE

(Assuming No Work Will Be Done) --- (In Years)

	YEARS	COMMENTS
1. Wearing Surface (63X.A)	18	
2. Deck (63X.B)	18	
3. Joints (63X.C)	18	
4. Superstructure (63X.D)	38	
5. Substructure (63X.E)	48	
6. Approach Features (63X.F)	18	
7. Channel Features (63X.G)	48	
8. Culvert or Underfill Features (63X.H)	NA	

THINK SAFETY FIRST

APPRAISAL

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

	Unofficial	Official	Comments
67 Structure Condition		7	<input type="text"/>
68 Deck Geometry		2	<input type="text"/>
69 Under Clr Vert and Horz		9	<input type="text"/>
	Unofficial	Official	Comments
Sufficiency Rating		60	<input type="text"/>
Sufficiency Rating		07/01/2008	<input type="text"/>
Functionally Obsolete		Y	<input type="text"/>
Structurally Deficient		N	<input type="text"/>
	Code		
(71) Water Adequacy	9		

THINK SAFETY FIRST

OVERWEIGHT VEHICLE (501) and DISTRICT PRIORITY IN H.I.P. (502)

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

Overweight Vehicle (501)

501.01 Bridge on "MICHIGAN TRAIN TRUCK" Routes	N
--	---

501.02 Bridge on "HEAVY DUTY TRUCK ROUTE"	N
---	---

501.03 Field Observed Load Carrying Problems	1
--	---

501.04 Overload Vehicle - Code	4
--------------------------------	---

501.05 Overload Vehicle - Restriction Codes	4
---	---

Overweight Vehicle 501 Overall

DISTRICT PRIORITY IN H.I.P. (502)

Proposed Improvements

502.01 Priority Number	
------------------------	--

502.02 Year of Priority #	
---------------------------	--

502.03 Year Originally Programmed into SPMS	
--	--

Scheduled/Programmed Improvements

502.04 Date Listed as (READY FOR LETTING)	08/01/2009
--	------------

502.05 Type of Work to be Done to Bridge as listed in SPMS	
--	--

502.06 Contract Awarded Date	
------------------------------	--

502.07 NEW Contract #	
-----------------------	--

502.08 Est. Date of Completion	
--------------------------------	--

502.09 New Structure Type	
---------------------------	--

INSTIP

Congressional District	
------------------------	--

M.P.O.	
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THINK SAFETY FIRST

STRUCTURE DETAIL DATA (503)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

	NUMBER	DESCRIPTION
503.02 Intermediate diaphragms	2	
503.04 Diaphragms over bearings	2	
503.05 Jacking Frames	false	
503.07 Vertical web stiffeners	3	
503.09 Cross Bracing	N	
503.10 Transverse plate - lateral bracing - no cross bracing	# of	
503.11 Transverse plate - lateral bracing - with cross bracing	N # of	
503.12 Web welds	2	
503.13 Flange welds	1	
503.14 Flange cover plates	1	
503.15 Longitudinal web stiffners	N	
503.16 Plate welded on flanges of beams or girders	N	
503.17 Steel box girders	N	
503.18 Hanger connections	N	
503.19 Hinge (PIN) Connection	4	
503.20 Cantilevered bearings	1	
503.21 Steel box pier caps	N	
503.22 Concrete segmental	N	
503.23 Open spandrel arch columns	N	
503.24 Suspension cables (main or hangar)	2	
503.25 Suspension span tie chords	1	
503.26	1	
503.27 Structure Redundancy	2	
503.28 Number of lines of beams	00	

THINK SAFETY FIRST

STRUCTURE DETAIL DATA (503)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

503.29 Number of lines of girders	00
503.30 Number of lines of stringers	12
503.31 Number of lines of floorbeams	MM
503.32 Number of Gusset Plates	

THINK SAFETY FIRST

IN-DEPTH BRIDGE INSPECTION NEEDS (504)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

TYPE OF EQUIPMENT	COULD USE	DID USE	COMMENTS
UNDERBRIDGE INSP EQUIP	504.01 <input checked="" type="checkbox"/>	504.02 <input type="checkbox"/>	
UB-60	504.01A <input type="checkbox"/>	504.02A <input type="checkbox"/>	
UB-40	504.01B <input type="checkbox"/>	504.02B <input type="checkbox"/>	
CRANE AND BASKET	504.03 <input checked="" type="checkbox"/>	504.04 <input type="checkbox"/>	
BUCKET TRUCK	504.05 <input checked="" type="checkbox"/>	504.06 <input type="checkbox"/>	
LIFT TRUCK	504.07 <input checked="" type="checkbox"/>	504.08 <input type="checkbox"/>	
LADDER	504.09 <input checked="" type="checkbox"/>	504.10 <input type="checkbox"/>	
SCAFFOLDING	504.11 <input checked="" type="checkbox"/>	504.12 <input type="checkbox"/>	
BOAT	504.15 <input type="checkbox"/>	504.16 <input type="checkbox"/>	
OTHER	504.13 <input checked="" type="checkbox"/>	504.14 <input type="checkbox"/>	

THINK SAFETY FIRST

ACTIONS TAKEN (506)

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

	Yes	Plan of Action Items
506.01	<input type="checkbox"/>	Wrote normal inspection report, or supplemental report of some type
506.02	<input type="checkbox"/>	Took Photos
506.03	<input type="checkbox"/>	Notified Maintenance about
506.04	<input type="checkbox"/>	Notified Design about
506.05	<input type="checkbox"/>	Notified Central Office Inspection about
506.06	<input type="checkbox"/>	Notified District about
506.07	<input type="checkbox"/>	Other about
506.08	<input type="checkbox"/>	Put on CRITICAL DEFICIENCIES LIST, until
506.09	<input type="checkbox"/>	Will, or already has been put on H.I.P. Priority List to
506.10		Are there features which may need to be N
506.11		Frequenc months Item(s)

THINK SAFETY FIRST

Subjective Bridge Appraisal Factors Related to Functionality

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

General Appraisal Factors Related to Functionality

Road On

Road Under

BRIDGE RELATED FACTORS

	Item #	Code	Item #	Code
Relative roadway width	507.01	2	507.02	2
Shoulder width	507.03	2	507.04	2
Shoulder width reduction	507.05	4	507.06	4
Vertical clearance	507.07	1	507.08	1
Approach and bridge guardrail	507.09	2	507.10	5

APPROACH ROADWAY FACTORS

Approach sight Distance	507.11	3	507.12	1
Approach roadway curvature	507.13	2	507.14	1
Approach gradient	507.15	2	507.16	1

ENVIRONMENTAL FACTORS

Volume/capacity ratio	507.17	3	507.18	3
Percentage of trucks	507.19	2	507.20	1
Lighting, signing, delineation	507.21	2	507.22	5
Presence of ramps, merges, or intersections	507.23	3	507.24	5
Presence pavement transitions	507.25	5	507.26	5

THINK SAFETY FIRST

SAFETY IMPROVEMENT

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

NAME	NEEDED	IN-PLACE	REMOVE
One Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Narrow Bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guard Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Approach Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bridge End Markers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speed Limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curve Signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Advance Warning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No Trucks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Load Posting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Underclearance Signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments

THINK SAFETY FIRST

ROADWAY MANAGEMENT DATA

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

601.01 Road System	1
<hr/>	
601.02 Bridge Data Sorts (Type of Road)	P
<hr/>	
602.1 Approximate Length of Improvement - Feet (Bridge)	
<hr/>	
602.1 Approximate Length of Improvement - Feet (Approach)	
<hr/>	
602 Approx. Length Date (mm/dd/yy)	
<hr/>	
603.1 Scoped Length of Improvement - Feet (Bridge)	
<hr/>	
603.1 Scoped Length of Improvement - Feet (Approach)	
<hr/>	
603.2 Scoped Length Data (mm/dd/yy)	
<hr/>	
604.1 Largest Vertical Distance for Pier Cost	106.6
<hr/>	
604.2 Identify Pier with Largest Vert. Dist.	2
<hr/>	
604.3 Largest Vert. Dist. Measured or from Plans	P
<hr/>	
605.1 Predominant Substructure Type	1
<hr/>	
605.2 Predominant Support System Type	1
<hr/>	
605.3 Identify Pier used for 605.1 and 605.2	2
<hr/>	
606.1A Road Reference Mile Post - Mile	124
<hr/>	
606.1B Road Reference Mile Post - Offset	86
<hr/>	
606.2 Sub-District Number	5401

Unit:

606.2 Sub-District Name	NEW ALBANY
-------------------------	------------

Unit:

607.1 Sufficiency Rating	60
<hr/>	
607.2 Sufficiency Rating Date (mm/dd/yyyy)	07/01/2008
<hr/>	
607.3 Functionally Obsolete	Y
<hr/>	
607.4 Structurally Deficient	N
<hr/>	
608.1 Bridge Joint Type @ S/W end of Deck	Q
<hr/>	
608.2 Bridge Joint Condition @ S/W end of Deck	7
<hr/>	
608.3 Bridge Joint Type @ N/E end of Deck	Q

THINK SAFETY FIRST

ROADWAY MANAGEMENT DATA

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

608.4 Bridge Joint Condition @ N/E end of Deck

7

608.5 Bridge Joint Type(s) @ Interior Joints

M

608.6 Bridge Joint Condition @ Interior Joints

7

609 Remarks

7641 TONS FROM PLANS/130 FLOOR BEAMS

THINK SAFETY FIRST

CONTRACTS REPORT

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Contract Number: --

Status: To Do

Des Number:

Date Due: --

Contact Person: Dittrich, William

Date Completed: --

Description:

Bridge Inspections

Contract Number: B 30966

Status: To Do

Des Number:

Date Due: 3/10/2017

Contact Person: Wessel, Roger

Date Completed: --

Description:

Bridge Painting

Contract Number: B 30964

Status: To Do

Des Number:

Date Due: 1/19/2013

Contact Person: Wahlman, Chris

Date Completed: --

Description:

Bridge Maintenance And Repair

THINK SAFETY FIRST

UNDERRECS REPORT

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

3. County:.....	4. City/Town:.....
5A. Inventory Route On:.....2	5B. Road Number On:..... 5
5C. Inventory Route Under:.....1	5D. Road Number Under:.....00000
5E. Directional Suffix:.....0	
6A. Features Intersected:.....	6B. Critical Facility Indicator:.....
10. Def. Vert. Clearance:.....	11. Log Mile:.....
12. Base Highway Network:.....	
13A. LRS Inventory Route:.....	13B. LRS Inventory Subroute:.....
16. Latitude:.....38° 16' 54.00"	17. Longitude:.....085° 49' 30.00"
19. Bypass Detour Length:.....	26. Functional Class:.....
28B. Lanes Under Structure:.....04	29. ADT:.....118 D
30. ADT Year:.....2004	
47A. Total Horiz Clr (E/N):..... Ft.	47B. Total Horiz Clr (W/S):..... Ft.
100. Defense Highway Des:.....	
102. Direction of Traffic:.....	104. 0
109. Percentage of Trucks:..... %	110. Desig. Nat. Truck Network:.....

THINK SAFETY FIRST

INDOT FRACTURE CRITICAL EVALUATION

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

	Official	Proposed
92A.01 Requires F. C. Inspection?	Y	
92A.02 Inspection Frequency (Months)	24	
92C.01 Requires Special Inspection?	Y	
92A.02 Inspection Frequency (Months)	24	24

93A Date of F.C. Inspection 11/09/2007

93C Date of Special Insp. 11/09/2007

Notes and Comments Climbing, Walk on catwalks, use Access Equipment.

503.27 Redundant Code 1

Reason for Fracture Critical Rating

Bridge is a Truss ☒ 2 Girder Structure ☐ Welded Plate Girders ☐
 Riveted Girders ☐
 Bolted Girders ☐
 Widened with Additional Line(s) of Girders ☐

Notes and Comments

Inspection Requirements

Requires Arms Length ☒

Requires Access Equipment ☒

Requires Special Equipment ☒

Requires Traffic Control ☒

Est Time for Full Insp (hrs):

Est Time for Partial Insp

Current Inspection Data

Date of Inspection 11/09/2007

Proposed Reinspection Frequency (mm) 24

Number of Hours for Inspection

Reason for Above: Border Bridge with past cracks found in the Tie Chord, (1981).

Full Inspection ☐ Partial Inspection ☒

Inspected By: District ☐

Consultant (name) URS and Palmer Engineering

Reinspect By

Inspection Type Partial

To view a copy of current and past special inspection reports, go to:

Central Office or Seymour District

THINK SAFETY FIRST

INDOT FRACTURE CRITICAL EVALUATION

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Master List Items

92A.1000 Members to Inspect

1. Double Deck - Steel Truss Tied Arch -- 2 spans ~~ 2. Double Deck - Continuous Steel Deck/Thru Trusses -- 3 spans
~~ 3. See 1992 Detailed Insp. Report for Fracture Critical Details ~~ 4. Tie Chord & all welded attachments to it. ~~ 5.
Suspension Cables & Anchors ~~ 6. Truss tension members ~~ 7. Floor Beams ~~ 8. Many Additional Inspections -
Yearly Bi-State Inspections.

92A.2000 Inspection Procedures

Clean, scrape, hit, measure, etc. use access equipment

92A.3000 Inspection and Access Equipment Needed

Probes, wire brush, hammer, magnifying glass, light, etc.

92A.4000 Major Inspection Findings

1. OK - some past cracks in Tie Chords ~~ 2. OK - see 1992 Detailed Inspection Report ~~ 3. OK ~~ 4. OK ~~ 5. OK
~~ 6. OK

92A.5000 Inspectors Recommended Actions

Actions Taken and Dates

1. Monitor - Reinspect selected areas ~~ 2. Monitor ~~ 3. Monitor ~~ 4. Monitor ~~ 5. Monitor ~~ 6. Monitor ~~ 7.
Safety guides added in 1997.

Programmed Contract Work

☐ Items/Issues to Check on Biennial Inspections

Do any items require a deficiency report?

THINK SAFETY FIRST

INDOT UNDERWATER EVALUATION

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

NBI Underwater Data

113A NBI Scour Evaluation Code 7

Official Proposed

92B.01 Requires Underwater Inspection? Y | _____

92B.02 Inspection Frequency (Months) 36 | _____ 93B Underwater Insp Date: 11/08/2007

Notes and Comments:

Current Underwater Inspection Data

Date of Inspection

Inspected By: District

Consultant (name)

Proposed Inspection Frequency (mm) 36

Reason for Above:

Number Piers/Abuts in Water 02 ☐ Leave on NBI Underwater Inspection List

Number Piers/Abuts with Scour 00 ☐ Add to 5 Year Inspection List

Water Velocity (ft./sec.) 0 Reinspection Date

Time to Inspect (hours)

Reason for Underwater Inspection (Deepest Water Depth and Location):

Water 31.0'deep @ Pier #2, McAlpin Dam upstream, barges.

Additional Inspection Data:

Method of Inspection Waded: ☐ Dove: ☐ Used Boat: ☐

Cross Sections Sounding Pole ☐ Fathometer ☐

Water Quality OK ☐ Poor ☐

Do any items require a deficiency report?

THINK SAFETY FIRST

INDOT UNDERWATER EVALUATION

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Master List Items

92B.1000 Members to Inspect

Pier #1 - water 0.0' deep	pier on Kentucky's shore	Pier #2 - water 31.0' deep	pier in middle of river
Pier #3 - water 23.0' deep	pier near Indiana's shore	Also Inspected on 09/22/01, 11/10/2004	

92B.2000 Inspection Procedures

Wade/dive, probe, etc. ext.2380	Ohio River just downstream!!!	Notify Coast Guard in St Louis, (314)539-3755
------------------------------------	-------------------------------	---

92B.3000 Inspection / Access Equipment Needed

Waders/diving gear, probe, etc.	Strong currents & much river traffic in the area.
---------------------------------	---

93A. 4000 Major Inspection Findings

Foundation seal exposed, scaling & cracks in column, drift Large flood in March 1997, after inspection.	Scour repairs, done 1997, rip rap @ P. #2,3,4,5,6.
--	--

Drift/derls, Miscellaneous Findings

Consultant's Recommendations

Monitor repairs.	Repair 'Cathodic Protection Wire' disconnected @ Pier #3	Contract in 1997 included scour
------------------	--	---------------------------------

92A.5000 INDOT Action Taken/Dates

Programmed Contract Work

Biennial Inspection Item

Items Requiring Inspection? ☐

Comments

THINK SAFETY FIRST

INDOT SPECIAL INSPECTION

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

	Official	Proposed	
92C.01 Requires Special Inspection?	Y		93C Date of Special Inspection 11/09/2007
92A.02 Inspection Frequency (Months)	24	24	
93C.X Special Detail Code	Notes 		
92A.01 Requires F. C. Inspection?	Y		93A Date of F. C. Inspection 11/09/2007
92A.02 Inspection Frequency (Months)	24		

Comments

Inspection Requirements

Requires Arms Length Inspection ☒

Requires Access Equipment ☒

Requires Special Equipment ☒

Requires Traffic Control ☒

Est Time for Full Insp (hrs): 0

Est Time for Partial Insp (hrs): 0

Current Inspection Data

Date of Inspection 11/09/2007

Proposed Reinspection Frequency (mm) 24

Number of Hours for Inspection 0

Reason for Above:

Full Inspection ☐ Partial Inspection ☒

Inspected By: District ☐

Consultant (name) URS and Palmer Engineering

Reinspect By

Inspection Type Partial

To view a copy of current and past special inspection reports, go to:

Central Office & Seymour District.

THINK SAFETY FIRST

SPECIAL INSPECTION MASTER LIST

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

Master List Items

92C.1000 Items to Inspect

92C.2000 Inspection

92C.3000 Special Equipment Required

92C.4000 Inspection Findings

92C.5000 Followup Action

Actions Taken and Dates

Programmed Contract Work

☐ Items/Issues to Check on Biennial Inspections

Do any items require a deficiency

☐

THINK SAFETY FIRST

ROUTINE PLAN OF ACTION REPORT

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

1. Date of M-232A Clearance Form or equivalent.
2. Reviewed by District Bridge Inspectors, Yes/No? Names & Dates.
3. Copy of M-232A Clearance Form, or its equivalent, forwarded to Central Office, Yes/No, Date.

Notes:

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

Items in addition to Routine 24-month items.

1. New M-232A clearance Form, or its equivalent, if needed.

Notes:

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

Items in addition to Routine 24-month items.

1. Photos of: Elevation, Alignment, Waterway, Banks, and underside of each span type.
2. Spot check clearances.

Notes:

THINK SAFETY FIRST

ROUTINE PLAN OF ACTION REPORT

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

Routine Inspection - Every 24 Months or less

1. Review all data and Inspection Reports and Plans prior to inspection to determine any special needs.
2. A complete "walk-around inspection" is required, along with a binocular scan of superstructure elements.
3. Spot check any needed measurements, especially after any work has been done on or under the bridge.
4. Take at least one photo. (All elements coded a '5' or less require a photo on each inspection.)
5. Check "Scour Evaluation Rating Data" and update or notify Central Office.
6. Complete all Inspection Reports and Forms, as well as Programming needs.
7. Fill out any needed Deficiency Reports and Notify "Maintenance".
8. Notify Central Office of any unusual problems.

Notes:

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

Inspectors are required to maintain a complete file on the bridge, for the life of the bridge. All Plans, photos, records, and Reports are to be kept either in a paper format, or an electronic format that can be accessed if needed.

Notes:

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

After any Construction Work "ON" or "UNDER" the bridge, measurements are required, as well as photos, to show what was worked on.

Notes:

THINK SAFETY FIRST

ROUTINE PLAN OF ACTION REPORT

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Title:	<input type="text"/>	Date Due:	<input type="text" value="--"/>
Status:	<input type="text"/>	Previously Completed:	<input type="text" value="--"/>
Freq.:	<input type="text" value="--"/>	Freq. Description:	<input type="text" value="Asbestos"/>
Description:			
<input type="text" value="Place 'Asbestos Screening Information' here."/>			
Notes:			
<input type="text"/>			

Title:	<input type="text"/>	Date Due:	<input type="text" value="--"/>
Status:	<input type="text"/>	Previously Completed:	<input type="text" value="--"/>
Freq.:	<input type="text" value="--"/>	Freq. Description:	<input type="text" value="Deck Evaluation"/>
Description:			
<input type="text" value="Date Deck was chained or 'manually evaluated':"/>			
<input type="text" value="All or Parts of Deck 'chained' or evaluated':"/>			
<input type="text" value="Method of evaluation:"/>			
<input type="text" value="Best estimate of % SPALLED:"/>			
<input type="text" value="Best estimate of % DELAMINATED:"/>			
<input type="text" value="Best estimate of % PATCHED:"/>			
Notes:			
<input type="text"/>			

THINK SAFETY FIRST

SPECIAL IDENTIFICATION ITEMS

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Special Bridge Identification Items

Complex ☒

Ohio River Border Bridge

Major ☒

Primary Border Bridge

Hoan ☐

Curved ☐

Endangered Species

Where/Description

☐ Bats

☐ Cliff Swallows

☐ Barn Swallows

☐ Other Name:

THINK SAFETY FIRST

92A. FRACTURE CRITICAL PLAN OF ACTION REPORT

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

1. Review all "Fracture Critical Master List" data prior to and after the Inspection. Update all needed data after the inspection.
2. Conduct a walk over Inspection, closely looking at all Fracture Critical Members, Tension Members, Fatigue Prone Details, Collision Damage, Welds, and Tack Welds, as close as possible from the Bridge Deck. Inspectors should safely, (using safety harness & lanyards to tie off with), climb over the side of the bridge, and walk along the Top of the Lower Chords where possible, to inspect Tension Members and Floor Beam Connections, for section loss. Inspectors should either climb or use a ladder to check Vertical Members with damaged Sway Bracings attached, for cracks at their connections. Document all findings in detail, and take clear 'overall' and 'close-up' photos.
3. Conduct a detailed binocular scan of all Superstructure Members from the side and below, concentrating on Fracture Critical Members, Tension Members, Fatigue Prone Details, Floor Support Members, Collision Damage, Welds, and Tack Welds. The use of Ladders to access areas under the bridge should be done where possible. Document all findings in detail, and take clear 'overall' and 'close-up' photos.
4. If practical for this bridge, use INDOT's Under-Bridge Inspection Machines to inspect areas of the bridge at Arms Length, at regular intervals.

CONSULTANT INSPECTIONS:

1. INDOT Inspectors should review any Consultant Inspection Report that may have been conducted on this structure prior to each Biennial Inspection, to ensure that the data is correct and up-to date, and act on its findings, including trying to find any needed information for the next inspection, such as the As-Built Plans and Construction Records, so that discrepancies can be corrected.
2. INDOT Inspectors are required to provide a Consultant, prior to his Inspection, the most recent INDOT Inspection Reports and data, as well as any Bridge Plans for work that has been completed since the last Inspection.

Notes:

THINK SAFETY FIRST

92A. FRACTURE CRITICAL PLAN OF ACTION REPORT

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

1. Arrange for a bucket truck or manlift, to inspect at "Arms Length" all Superstructure Elements that can be accessed, (above and/or below the bridge), concentrating on Fracture Critical Elements, Tension Members, Floor Support Elements, Fatigue Prone Details, Welds, and Tack Welds. Clean any areas that may be covered with debris or corrosion build-up and check for section loss to tension members, especially at Gusset Plate Connections. Also check any 'Coped' Beam or Girder ends for cracks. Document any critical areas that can not be accessed with out renting special access equipment, or using climbing techniques. A Consultant be required to be hired occasionally to access and inspect these areas. Inspectors should compile a list of all bridges in their District that may also have a need for further inspections so that a contract for a group of bridges could be put together, either by them or the Central Office Bridge Inspection Unit. Document all findings in detail, and take clear 'overall' and 'close-up' photos.

Notes:

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

1. Inspectors are required to maintain a complete file on the bridge, for the life of the bridge. All Plans, photos, records, and Reports are to be kept either in a paper format, or an electronic format that can be accessed if needed.

2. A Drawing of each Box Beam, of each span, showing all Tension Areas is required to be a part of each Report, and should be a part of the bridge file.

3. Inspectors MUST clearly show on either a Table or on a General Plan type drawing all areas of each span that were inspected in-depth (arms-length) on each inspection.

4. Inspectors should identify bridge details that may need a more in-depth inspection, or NDT, and make recommendations to the Central Office.

Notes:

THINK SAFETY FIRST

92B. UNDERWATER PLAN OF ACTION REPORT

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Title: Routine Underwater inspection (by consultant) Date Due: 11/8/2011 12:00:00 AM

Status: Previously Completed: --

Freq.: 48 months Freq. Description:

Description:

1. Consultant Inspection of Substructure Units normally in the water at or near low flow elevation. (If more than one additional Unit is in the water than is coded as the "normal number" at low flow, then the Consultant "must" get approval to inspect the bridge at that time.)
2. Consultant conducts a Level-1 In-water/Underwater Inspection.
3. Consultant takes channel Cross-Sections at required locations and around all Substructure Units in the water.
4. Consultant prepares a Report, complete with drawings, narrative, and INDOT Report Forms.
5. Consultant provides INDOT with all required data to maintain and update its NBI Data Base and NBI Master List.

Notes:

Title: Date Due: --

Status: Previously Completed: --

Freq.: -- Freq. Description: Files

Description:

1. INDOT Inspectors should review the Underwater Master List after each Biennial Inspection to ensure that the data is correct and up-to date.
2. INDOT Inspectors are required to read the Consultant's Underwater Inspection Report, and act on its findings, including trying to find any needed information for the next inspection, such as the As-Built Plans and Construction Records, so that discrepancies can be corrected.
3. INDOT Inspectors are required to provide to the Consultant, prior to his Inspection, the most recent INDOT Inspection Reports and data, as well as any Bridge Plans for work that has been completed since the last Underwater Inspection.

Notes:

THINK SAFETY FIRST

92B. UNDERWATER PLAN OF ACTION REPORT

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

INDOT Inspectors can and are encouraged to conduct an inspection to fulfill the Underwater Inspection Requirement, whenever the water is low enough for them to safely conduct all parts of the inspection. This will allow the next Consultant Inspection to be moved out into the future a whole cycle from when the INDOT inspectors conducted their inspection, thus saving INDOT money.

In order for an INDOT Inspector's Inspection to count towards the required Inspection, they MUST:

1. Read-up on, and be familiar with what a Level-1 Underwater Inspection Requires.
2. Have the proper equipment to conduct an inspection safely, (including having an inspection team member present when they are in the water).
3. Conduct a Level-1 underwater type Inspection on ALL substructure Units in the water.
4. Take Channel Depth Readings at the Upstream Copping area, Downstream Copping area, and the Centerline of the bridge.
5. Take Channel Depth Readings all around each Substructure Unit in the water.
6. Draw a "Sounding Plan" sheet, and detailed Substructure Unit drawing, noting all depths and deficiencies. {These drawings must be clear enough so that on the next required Inspection, the Consultant can understand and use the data to determine what if any changes have occurred.}
7. The Inspectors must ensure that INDOT's Consultant is aware that an Inspection has been conducted, and The Consultant does not also conduct an inspection.

NOTE: INDOT Inspectors should recommend in writing, and provide details to the Central Office Bridge Inspection Unit, if they feel that they can conduct the needed level of inspections during their Biennial Inspections, and the bridge should no longer be on the Consultant Underwater Bridge Inspection Master List. If the bridge is removed for the Master List, then INDOT Inspectors MUST inspect around all Substructure Units, on each Biennial Inspections.

Notes:

THINK SAFETY FIRST

92C. SPECIAL PLAN OF ACTION REPORT

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Title:

Date Due:

Status:

Previously Completed:

Freq.:

Freq. Description:

Description:

Notes:

THINK SAFETY FIRST

SCOUR PLAN OF ACTION REPORT

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Title: Date Due:

Status: Previously Completed:

Freq.: Freq. Description:

Description:

Notes:

No Scour P.O.A. Found

THINK SAFETY FIRST

INDOT SCOUR AND FOUNDATION EVALUATION FORM

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

Central Office Screening

Date of Last Review or Update 03/09/2000

Scour Risk MODERATE

(113A) NBI Scour Evaluation 7

Notes and Data:

Spread footings, NO piles, Scour repairs-rip rap, 1997

District Office Screening

Date of Last Data Update 12/19/1997

(113R) District Scour Evaluation

Field Observed Scour Problems:

Rip rap @ P. #2,3,4,5,6, 1997 Coded as a '7'. This is the code used when a "Designed Scour Countermeasure" has been installed around the foundations of a bridge. In the 1997 Rehab, properly sized rip rap was supposed to have been placed around Piers #2, #3, & #4.

This bridge is considered as LOW Risk for Vulnerability for Scour. This is based on the Piers near the Ohio River (Piers #1, #2, & #3) being keyed into bedrock, and Pier #4 being set on piles.

There is small sized rip rap on the Indiana bank.

The 1961 Flow Line elv. = 373.70'

The Q-100 Flow Line elv. =

The Q-100 Scour Depth elv. =

No Scour Calculation Letter is on file in the Central Office Bridge Inspection Unit, for this bridge.[WTD, 04/23/2005]

☐ Scour Committee Review

Past Scour Problems:

Foundation Data	Code	Comments
113B.01 Total # of all Piers	6	
113B.08 # of Piers in the Water	02	
113B.09 # of Piers with any Scr	00	
FOUNDATION AT ABUTMENTS		
113B.02 Abutment #1 (W/S)	N	
113B.03 Abutment #2 type	N	
FOUNDATION AT INTERMEDIATE		
113B.05 # of Int Piers	6	
113B.06A Types of Int Piers	A	Coded as an 'A' = Spread Footing, NO Piles, for Piers #1, #2, & #3. Bottom of Seal elv. = 352.50' @ Pier #1 Bottom of Footing elv. = 355.00' @ Pier #1 Bottom of Seal elv. = 355.50' @ Pier #2 Bottom of Footing elv. = 357.50' @ Pier #2 Bottom of Seal elv. = 362.20' @ Pier #3

THINK SAFETY FIRST

INDOT SCOUR AND FOUNDATION EVALUATION FORM

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

Bottom of Footing elv. = 364.70' @ Pier #3[WTD, 04/23/2005]

113B.06B Types of Int Piers	D	Coded as a 'D' = Spread Footing, ON Piles, for Pier #4.
-----------------------------	---	---

Bottom of Footing elv. = 395.50' @ Pier #4[WTD, 04/23/2005]

113B.06C Types of Int Piers		
-----------------------------	--	--

113B.06D Types of Int Piers		
-----------------------------	--	--

113B.06E Types of Int Piers		
-----------------------------	--	--

113B.06F Types of Int Piers		
-----------------------------	--	--

113B.08 # of Piers in the Water	02	
---------------------------------	----	--

113B.09 # of Piers with any Scr	00	
---------------------------------	----	--

Foundation Numbering

Design Plans:

As-built Plans:

Soils Information

Original Flow Line

Original Flow Line

Bottom of Footing

Minimum Pile Tip Elevation

Notes and Comments:

THINK SAFETY FIRST

INDOT SCOUR AND FOUNDATION EVALUATION FORM

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

Scour Calculation

Scour Calcs. Letter: Date

Q100 Water Surface Elevation

Q100 Scour Depth Elevation

Q100 Flow Velocity 0

Q500 Water Surface Elevation 0

Q500 Scour Depth Elevation

Current Flow Line Elevation 0
Used for Calculations

Recommendations:

Purpose of Scour Calcs:

☐ New Bridge

New #:

☐ Rehab

☐ Scour Problems

☐ Other

Scour Monitoring Data

Is Bridge on a District Monitoring Program? No

Reason for Monitoring

Who Monitors the Bridge?

Is Bridge on a District Monitoring Program?

Long Term Scour Solution

008 Bridge Number

04691

008A NBI Number

34520

006A Features Intersected

OHIO RIVER & WATER
STEET

Update Date

1. What to Monitor: List substructure units to monitor

2. What to Look for: List specific signs indicating a

3. When to Monitor: List what initiates monitoring

4. Who Monitors: Unit and bridge inspectors; others

5. Describe Monitoring Preparations: Q100 flowline marked on piers, etc.

6. Describe Channel Probing/Depth Reading Procedures:

THINK SAFETY FIRST

INDOT SCOUR AND FOUNDATION EVALUATION FORM

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

7. Closing procedures:

8. Historic Monitoring

Monitoring Date

Water Level

Cause of Highwater

Comments

9. Miscellaneous:

10. Have Drawings Available: General Plan; Layout; Pier/Abutment

Maintenance Notes

Is this a major drift collecting bridge?

Angle:

Is there an angle of ATTACK for normal flow?

Is there an angle of ATTACK for highwater flow?

Programmed Contract Work

Seismic Items

1. On Primary Evacuation

2. Seismic Countermeasures:

3. Seismic Design:

4. Items to review after event

Seismic Notes

THINK SAFETY FIRST

INDOT SCOUR COMMITTEE REVIEW

NBI Number: 34520

Facility Carried: I-64

Bridge Number: I64-103-04691 C

Feature(s) Intersected: OHIO RIVER & WATER STEET

Scour Data

As Built Flow Line Elevation

Consultant Report

0

Q100 Water Surface Elevation

Consultant Calcs. Date

Q100 Scour Depth Elevation

☐ Design Plans Checked

Q100 Flow Velocity

0

☐ As-Built Plans Checked

Q500 Water Surface Elevation

0

Q500 Scour Depth Elevation

Q500 Flow Velocity

Comments

Central Office Screening

Date of Last Review or Update

Scour Risk

(113A) NBI Scour Evaluation

7

Committee Notes

Hydraulic Section Notes:

Central Office Bridge Inspection Notes:

Geotechnical Section Notes:

Date of Scour Review Meeting

Recommended Action:

Scour Committee Comments

☐ Schedule for Rehab (Scour Countermeasures)?

Recommended Work for

THINK SAFETY FIRST

INDOT LOAD RATING

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

NBI-NUMBER..... 34520	ROAD-NUM-OVER..... I064
BRIDGE-NUMBER..... 04691	
	ROAD-NUM-UNDER.....
DISTRICT-CODE..... 05	FACILITY-CARRIED..... I-64
COUNTY CODE..... 022	FEATURES-INTERSECTI OHIO RIVER & WATER STEET
NUMBER-MAIN-SPANS..... 002	NUMBER-APPRO-SPANS..... 003
STR-TYPE-MAIN-ENGL..... STA	STR-APPRO-PRIM-ENGL..... CSTT - 410
MAIN-WIDE-TYPE-ENGL.....	OTHER-APPRO-CODES..... N
LENGTH-MAX-SPAN..... 0800.0	
STRUCTURE-LENGTH..... 02053.0	YEAR-BUILT..... 1961
SKEW..... 0	YR-RECONSTRUCTED..... 1997
	WIDENED-DATE.....
LANES-OVER..... 06	LAST-REPAIR-DATE.....
BRIDGE-ROADWAY-WIDTH..... 042	CONTRACT-NO..... 22935
DECK-WIDTH..... 48.3	OWNER-CODE..... 01
NUMBER-BEAMS..... 00	HEAVY-TRUCK-RTE..... N
NUMBER-GIRDERS..... 00	MICHIGAN-TRUCK-RTE..... N
NUMBER-STRINGERS..... 12	BRIDGE-POSTING..... 5
NUMBER-FLOOR-BEAMS..... MM	DESIGN-LOADING..... 6
DECK-STR-TYPE..... 1	TYPE-WEAR-SURFACE..... 1
DECK-THICKNESS..... 7	ASPHALT-THICKNESS..... 2
	BRIDGE-RAIL-TYPE..... C
	METAL-FORM..... N
REDUNDANT-CODE..... 1	CONCRETE-FORM..... N
OVERLOAD-PROBLEM..... 1	LOAD-RESTRICTION..... 4
OVERLOAD-DATA..... 4	RATING-CHECK-DIGIT..... 4
COND-OF-SPSTR..... 7	NUM-TONS-POSTED.....
COND-OF-SBSTR..... 7	POSTED-DATE.....
COND-CULVERT-RET-WALL..... N	OPC-CODE..... A
GROSS TONS..... 20	Temporary Structure Designation.....
NBI Item #65-Inv Rating Method..... 5	NBI Item #63-Oper Rating Method..... 5
INV-CODE..... 2	OP-CODE..... 2
INV-TONS..... 36	OP-TONS..... 45
INVENTORY-RATING..... 236	OPERATING-RATING..... 245

THINK SAFETY FIRST

INDOT LOAD RATING

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Location of H20 Inventory Low Rating.....	Can Not Rate "STA" type bridges at this time
Location of HS20 Inventory Low Rating.....	Can Not Rate "STA" type bridges at this time
Location of HS20 Operating Low Rating.....	Can Not Rate "STA" type bridges at this time
Underfill/Arch Form Date.....	Underfill/Arch Fill Height.....
	Underfill/Arch Road-to-Coping Distance.....
Date of Proposed Overlay.....	
Proposed Overlay (By Whom).....	Status of Proposed Overlay.....
Amount of Proposed Overlay.....	Date Overlay Put Down.....
Rating Program.... Do Not have a Rating Application yet	Rater-Name..... Bill Dittrich
Rating Method..... LFD	Rater-Company..... RQAW
Rating Units..... US Customary	Cost of Rating.....
Rating Date.....	Year of Cost.....
Date Rating Reviewed/Changed..... 10/14/2004	Main Span Type Rated..... NO
Plans Used for Rating.....	Approach Span Type Rated..... NO
Live Load Distr Factor.....	Other span Type(s) Rated..... NO
Concrete Strength Used-Deck.....	
Concrete Strength Used-Superstructure.....	
Steel Strength Used-Rebars.....	
Steel Strength Used-Superstructure #1.....	
Steel Strength Used-Superstructure #2 Hybrid.....	
Rating Factor Mich Train Truck #5 Oper.....	0
Location of Mich Trk #5 Low Rating.....	
Rating Factor Mich Train Truck #8 Oper.....	0
Location of Mich Trk #8 Low Rating.....	
Rating Factor Military Loading Oper.....	0
Location of Military Trk Low Rating.....	
Rating Factor Toll Road 89-4 Oper.....	0
Location of Toll Road 89-4 Low Rating.....	
Rating Factor Toll Road 90 Oper.....	0
Location of Toll Road 90 Low Rating.....	
Rating Factor Toll Road 126 Oper.....	
Location of Toll Road 126 Low Rating.....	
Rating Factor 13 axle 267kips Oper.....	0
Location of 13 axle 267kip Low Rating.....	
Rating Factor 14 axle 350kips Oper.....	0

THINK SAFETY FIRST

INDOT LOAD RATING

NBI Number: 34520

Bridge Number: I64-103-04691 C

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Location of 14 axle 350kip Low Rating.....

Rating Factor 19 axle 305kips Oper..... 0

Location of 19 axle 305kip Low Rating.....

Rating Factor 19 axle 480kips Oper..... 0

Location of 19 axle 480kip Low Rating.....

Rating Factor - Fatigue Truck - Oper.....

Rating Factor - Fatigue Truck Low Rating.....

Rating Factor - HL-93 - Oper.....

Location of HL-93 Low Rating.....

Rating Factor - HS-25 - Oper.....

Location of HS-25 Low Rating.....

Additional Rating Truck(1) - Oper.....

Location of Additional Rating Truck(1) Low Rating.....

Additional Rating Truck(2) - Oper.....

Location of Additional Rating Truck(2) Low Rating.....

Notes and Comments for Load Rating:

Superloads Allowed at 10mph

THINK SAFETY FIRST

NOTES REPORT

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Date: 08/17/2004

Item: 092A & C

By: WTD

Comment:

Chris Bucher & Bill Dittrich from the Central Office Bridge Inspection Unit stopped at this bridge on 8/17/2004, to check on the progress of URS Consulting Engineers on their Arms-Length Inspection of the Tie Chords of the two Main Spans of this bridge. The Consultants had nearly finished their initial walk over inspection of the Tie Chords of the western span. In addition, their NDT sub-Consultant had finished testing several panel lengths of the west end of the upstream Tie Chord, of the western main span.

Chris & Bill checked (from the cat-walk), the "Main River Channel Pier" that had been hit by a barge on the night of August 4th, 2004. There was no significant damage to the concrete of the Pier. It appeared that there was a lot of white paint residue from the barge on the concrete of the pier at the point of impact (+- 10 feet above the water line).

URS started their current inspection on this bridge on 8-16-2004, and plan to be finished by 8-27-2004.

Date: 04/23/2005

Item: PLANS

By: WTD

Comment:

NOTE: I-64 is an East-West Road, but this section of the road orientated more in a north-south direction. The Design Plans for this bridge show Pier #1 on the Kentucky side of the Ohio River, or the East side of the bridge.

Inspectors should follow the numbering system on the plans when identifying bridge elements, to avoid confusion, but keep in mind at times people may miss identify an element due to the orientation of the bridge.

THINK SAFETY FIRST

NOTES REPORT

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Date: 11/27/2005

Item: In-Ky Insp

By: WTD

Comment:

The Bi-State Inspection was held on 9-26-2005, between INDOT and KYTC personnel.

Those present were:

Darrell Dudgeon	KYTC -- Central Office
Carl Van Zee	KYTC -- Central Office
Ron Beckort	KYTC -- District #5
Tom Wright	KYTC -- District #5
Chris Everman	INDOT -- Seymour District
Mark Wolfe	INDOT -- Seymour District
Darwin Hagerdon	INDOT -- Falls City Subdistrict
Bill Dittrich	INDOT -- Central Office
Chris Bucher	INDOT -- Central Office
Todd Shields	INDOT -- Central Office
Dallas Montgomery	URS

I64-103-4691C Main Bridge

The Wearing Surface looked OK, on the Lower Deck Level, with some longitudinal and transverse cracks. The Wearing Surface also looked OK on the Upper Deck Level, however there were a couple of localized spalls.

The Bridge Joints were mostly in fair condition on the lower deck level, however, the steel members underneath the joints on the Deck Trusses were very badly rusted. There were areas of cracked concrete around several Pave Tec Joints in the center lane of the Tied Arch spans. At point #15 of the Tied Arch spans, the asphalt of the Pave Tec Joint was gone in a section of the center lane, allowing water to leak through. At point #0 of the Tied Arch spans, the asphalt of the Pave Tec Joint had transverse cracks across all lanes.

The underside of the concrete deck of the lower deck level, of the Steel Deck Truss looked good.

The underside of the concrete deck of the upper deck level, of the Steel Deck Truss looked to be in fair condition, with some spalls with exposed and corroded rebars.

The Bridge Joints were mostly in fair condition on the upper deck level, however, the steel members underneath the joints on both the Tied Arch and the Deck Trusses were very badly rusted.

The rubber joint seal in the Bridge Joints at the mid-span of both Tied Arch Spans had broken or pulled-out rubber seals.

The paint on the bearings, beams and girders, etc., is in poor condition. The floor beams and stringer ends under Bridge Joints are badly rusted and corroded through-out all spans of the bridge.

There was medium to large sized rip rap on the Indiana bank, around the Bridge Pier under the Steel Deck Truss.

THINK SAFETY FIRST

NOTES REPORT

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

Date: 11/25/2006

Item: Permits

By: WTD

Comment:

Due to the crack that developed in the I-70 WBL Bridge over the Wabash River, that was found in May, 2006, a Restriction List of Steel Bridges with Special Details that may be subject to fatigue or fractures has been developed by INDOT's Bridge Inspection Engineer and reviewed by INDOT's District Bridge Inspection Engineers for completeness.

This bridge is one of the bridges on the Restriction List. The main details that this bridge has that caused it to be on this list are: STEEL TIED ACHES WITH TIE-CHORDS AND STEEL GUSSETT PLATES WELDED TO THE TIE CHORDS, WITH LATERAL BRACES ATTACHED TO THE GUSSETT PLATES, AND STEEL GUSSETT PLATES WELDED TO THE GIRDER WEBS, WITH LATERAL BRACES ATTACHED TO THE GUSSETT PLATES. This note has been added to the Bridge Inspection Report, and Bridge Item #501.04 Overload Data has been coded as = 4 = NO Over Load Vehicles Allowed, and Bridge Item #501.05 Load Restriction has been coded as = 3 = YES, Combination of slowing down and positioning the vehicle when crossing the bridge.

For OVERWEIGHT Permitted Vehicles we shall use the following guidelines on this bridge until further notice.

1. Vehicles under 200,000 pounds with permits issued by Indiana Department of Revenue shall be allowed to cross over this bridge without any restrictions, however, the date the vehicle crossed the bridge, the weight of the vehicle, and the Permit Number, shall be recorded and reported to INDOT's Permit section.
2. Vehicles over 200,000 pounds, but less than 300,000 pounds, with permits issued by INDOT's Central Office Permit Section shall be allowed with restrictions of: 1. Driving down the center of the bridge, and 2. Traveling at 10 mph. The date the vehicle crossed the bridge, the weight of the vehicle, and the Permit Number shall be recorded.
3. Vehicles over 300,000 pounds shall be evaluated on a case-by-case basis, by INDOT's Bridge Inspection Engineer along with the INDOT's Central Office Permit Section. For these vehicles a District Bridge Inspector may be required to be on site for the move to evaluate the affects the load had on the bridge. The date the vehicle crossed the bridge, the weight of the vehicle, and the Permit Number shall be recorded.

The reason for keeping track of the permitted vehicles that cross over this bridge is to be able to track down what may have caused any defects that may be found on future Arm's Length Inspections of the Special Details on this bridge.

Date: 12/05/2007

Item: 92A & C

By: Chris Everman

Comment:

Was inspected by URS and Palmer Engineering. See the bridge inspection report from URS for details.

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DEFICIENCY REPORT

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

County: 022 - FLOYD
Log Mile Over: 123.21

Facility Carried: I-64

Feature(s) Intersected: OHIO RIVER & WATER STEET

Location: 0.11 E SR 111

Post: 124

Offset: 86

Report Number --

Sub-district Name: NEW ALBANY

Report Date: 10/7/2009

Sub-district Number: 5401

Reported By: Chris Everman

Phone: (812)524-3717

Schedule Priority: Yellow

Status: To Do

Description of Deficiency:

The plates under the modified asphalt joints are exposed. There is concrete debris on top of some of the floor beams above the lower level. There is map cracking on the underside of the upper deck near the west bank of the Ohio River.

Recommendation:

Repair the polymer modified asphalt joints and the SS joints. Remove the debris from the floor beams above the lower deck. Sound the portions of the underside of the upper deck that has map cracking and remove the loose concrete.

Corrective Action Taken:

--

Person Correcting:

--

Person Correcting Title:

--

Date of Correction:

--

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BRIDGE SUFFICIENCY RATING

NBI Number: 34520
Facility Carried: I-64

Bridge Number: I64-103-04691 C
Feature(s) Intersected: OHIO RIVER & WATER STEET

1) STRUCTURAL ADEQUACY AND SAFETY (MAX = 55%)

STRUCTURAL RATING REDUCTION	C=	0.00
ADJUSTED INVENTORY TONNAGE (AIT)	AIT=	
I =	I=	0.00
	S1=	55.00

2) SERVICEABILITY AND FUNCTIONAL OBSOLESCENCE (MAX=30%)

SERVICEABILITY RATING REDUCTION (MAX = 13%)

ITEM NO. 58 DECK CONDITION	A=	1.00
ITEM NO. 67 STRUCTURAL EVALUATION	B=	0.00
ITEM NO. 68 DECK GEOMETRY	C=	4.00
ITEM NO. 69 UNDERCLEARANCES	D=	0.00
ITEM NO. 71 WATERWAY ADEQUACY	E=	0.00
ITEM NO. 72 APPROACH ROAD ALIGNMENT	F=	0.00
J = (A+B+C+D+E+F)	J=	5.00

VERT., CLEARANCE RATING REDUCTIONS (MAX 2%)

I=	0.00
S2=	10.00

ROADWAY WIDTH RATING REDUCTIONS (MAX=15%)

X=	15,535.00	Y=	2.13
----	-----------	----	------

1) APPLY TO ALL BRIDGES EXCEPT CULVERTS

IF (No. 51 + 2ft.) < No. 32 THEN, G=5%	G=	0.00
--	----	------

2) APPLY TO ONE LANE BRIDGES ONLY

H2=	0.00
-----	------

3 & 4) APPLY TO BRIDGES WITH 2 OR MORE LANES

H3=	0.00
-----	------

H4=	15.00
-----	-------

3) ESSENTIALITY FOR PUBLIC USE (MAX 15%)

K = (S1 + S2)/85	K=	0.76
A = (ADT x Detour Length x 15) / (200,000 x K)	A=	165.69
B = 2% if No. 100 > 0, else 0% if No.100 = 0	B=	2.00
S3 = 15 - (A + B)	S3=	0.00

4) SPECIAL REDUCTIONS (USED ONLY WHEN S1 + S2 + S3 >= 50) (MAX 13%)

A = (No. 19)^4 x (5.205 x 10^-8)	A=	0.01
B = 0% to 5%	B=	0.00
NO. 36 SUM OF TRAFFIC SAFETY FEATURES =		3.00
C =	C =	0.00
	S4=	0.01

UNOFFICIAL SUFFICIENCY RATING = (S1 + S2 + S3 - S4) = 64.99

UNOFFICIAL STRUCT. & FUNC. CLASS. =

FUNCTIONALLY
OBSOLETE

LAST OFFICIAL SUFFICIENCY RATING =

60.00

Official Date

LAST OFFICIAL STRUCT. DEFICIENT =

N

07/01/2008

LAST OFFICIAL FUNCT. OBSOLETE =

Y

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